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CENTRAL INTELLIGENCE AGENCY

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produced at Lodz. Both these planes are two-seaters; the CSS-11 will be used by the Air Force as a trainer. It has no brakes and will be used to teach pilots to make take-offs.

5. Civilian aviation in Poland is subordinate to the Ministry of Communications, which contains a Department of Civilian Aviation (Departament Lotnictwa Cywilnego). This department controls all non-military aviation including LOT, sport aviation and gliding. It is nominally directed by Ing. Jagoszewski, a non-Communist; the actual director is Colonel Falber, a Russian Jew, who is officially the vice-director of the department. A purge of this department in the spring of 1949 affected primarily the gliding section.
6. The Poles have available for sport aviation the following planes:
 - a. Three model RWD-13 pre-war Polish planes. One of these planes is permanently used by LOT and two are used by the Department of Civilian Aviation. In the fall of 1949 all three were sent to Poznan for repairs. At the present time there are no spare parts left for these planes.
 - b. One model RWD-21 plane, now kept at the Goclawek airport (R53/108). Some spare parts for this plane are owned by the Department of Civilian Aviation and kept at Goclawek.
 - c. Three German Bucker-Jungman planes, obtained as war booty, are used for aerobal training. One is kept at Warszawa-Bielany, one at Poznan-Lawica, and one at Bielsko (Q50/X88).
 - d. Three German Stieglitz planes, taken from the Germans, have been repaired, but are without spare parts.
 - e. Three German Storch-Fieseler planes, taken as war booty, are without spare parts. One of these planes is used by the U.S. squadron at Warszawa-Bielany, and the others are sanitary planes (sic) and cannot be used by civilians in connection with sports aviation.
 - f. Seventy American Piper-Cub planes, which came to Poland from the American Demob (sic), but without spare parts. At one time the Poles attempted to obtain spare parts for these planes from the Czechs, but these efforts were stopped by the Russians.
 - g. Fifty-five Soviet Po-2 planes, also known as the "koukourouzhnik". Poland had only 40 of these planes until October 1945 when she received 15 additional planes from the USSR. All spare parts for these planes are Soviet made. The planes are easily maneuverable, but are slow and carry little fuel. In order to keep them from being used in making escapes from Poland all these planes are concentrated in the central and eastern parts of the country. About 22 of the planes are kept at Goclawek.
7. In addition, the following planes have been produced since the war for Polish sports aviation:
 - a. One SZPAK-2, kept at Lodz.
 - b. One SZPAK-3, also kept at Lodz.
 - c. One SZPAK-4 prototype. Ten planes of this model have been produced at Mielec; five are kept at Mielec airfield, while the other five are kept at Warszawa. This plane is very unpopular with flyers because of poor construction. On 22 July 1949, six of these planes were ordered from Mielec to Warszawa to take part in the national festival on that day. Only two planes arrived, as three had lost their propellers and the fourth had broken an oil line.
 - d. Eleven ZAK planes, produced at Mielec
 - e. One JUNAK
 - f. One ZUCH

The last two are experimental planes produced by G.I.L. (Główny Instytut Lotnictwa - the Main Institute for Aviation). Both are two-seaters, and the latter is a variation of the JUNAK.
8. Training of new pilots is reported to be inadequate because of lack of flying time and restrictions on flying any distance. There is no training in instrument flying.

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